

Hongkong Daily Press.

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1995

POLICE COURT.

Monday, 24th August.

BYRON MR. F. A. HAZELAND (POLICE MAGISTRATE).

DEFAULTING CHAIR-COOLIE.

On the complaint of Mr. F. Maitland, Upper Richmond Road, a chair-coolie was charged with having left his service on 1st inst. without giving a month's due notice. Mr. Maitland explained that when he went to get his chair on the day mentioned the defendant and the other three coolies had disappeared. The accused had only just been arrested.

When asked if he had any statement to make, the defendant stated that he would have stayed but for the other coolies running away. As it was, he could not find substitutes for them.

The Magistrate did not hold this to be a very good excuse and passed sentence of a fine of \$16 with the alternative of one month's hard labour.

CHARGE OF VAGRANCY.

Robert McManis was brought upon a charge of vagrancy and was discharged with a caution.

DISORDERLY ARREST.

Charles Nelson, a Swedish seaman of the sailing ship *Arcturion*, was fined \$3 with the alternative of 14 days' hard labour for having behaved in a disorderly manner while drunk in the Hongkong Hotel bar on Sunday.

GAMBLING IN THE TEMPLE.

Huang Yau, a hawker, was committed on a charge of having, along with others not in custody, engaged in gambling at Pak Tai Temple on Sunday.

He offered the time-worn excuse that he was only looking on, but the Magistrate took another view of the case and imposed a fine of \$3 with the option of seven days' hard labour.

AN ORDER IN TROUBLE.

J. W. Cowan, a seaman on H.M.S. *Oster*, was also sentenced to pay a fine of \$3 or go to gaol for seven days for behaving in a disorderly manner while drunk in Queen's Road East on Saturday.

RESCUING A PRISONER.

A. Eirly, a gunner of the R.M.A. Murray Barracks, was indicted with having on Saturday night, along with others not in custody, rescued a prisoner from the lawful custody of the police.

The complainant, a Sikh constable, stated that while on duty at 11 p.m. he saw a sailor, a constable, and others, who were carrying upon the defendant and others caught hold of him and the sailor escaped.

Defendant, when asked if he wanted to make any statement, said he did not remember anything about the affair.

Sentence—\$10 or three weeks.

BYRON MR. J. H. KEMP (ACTING POLICE MAGISTRATE).

DETAINING A HOUSE.

Lo Ching was convicted of having entered a dwelling-house on the second floor of No. 17, McDonnell Road, Kowloon, for an unlawful purpose on the 24th inst., and was sentenced to three weeks' hard labour.

THEFT FROM A SHIP.

Hung Yau, an engineer, was charged with having stolen from the sailing ship *Arcturion* a soft felt hat belonging to the master, Mr. John Hughes.

After evidence, he was found guilty and sentenced to undergo one month's hard labour.

NEWCHWANG.

THE WEATHER.

It is, badly wanted, for the ponds are dry and the Chinese are now dependent for drinking water on the brookish river. To the west and south-west, as here, the crops of vegetables, grain, and beans are suffering from drought, while further north they are in better condition.

BUSINESS IS DULL.

Local prices of exports leave little or no margin for intending shippers, and uncertainty about future supplies compels merchants and mill-owners to replenish their stocks at current rates. Importers also are suffering from over-impregnation in the spring and the poverty of the country people, owing to the three last troublous years. If rain falls during the next few days, we may expect the usual October revival of trade, if otherwise the outlook is very gloomy.

RUMOURS.

As usual the air is full of rumours, the most truth-like being that the Russians will hand back the railway and country west of the Liao between the 1st and 14th of October. Our old friend, Ming Tsou, passed on the 6th inst., en route for Moukden, which leads us to put some faith in those who assert that Chinese rule will be restored in this part before the end of the year.—N.C. Daily News.

ABOLITION OF SLAVERY IN THE PHILIPPINES.

"The emblem of Liberty, Justice and Right," exclaims *Manila Times*, "that now floats over the Philippine Archipelago, that flag that was so rudely tattered and torn and stained with blood to eradicate slavery in the homeland, will not smile on the traffic in human flesh and blood in the Philippines. Slavery in these islands will not be tolerated, even though condoned by ancient religion, law and custom. The authorities at Washington have decided that the traffic in human lives in these islands must cease. That neither slavery, nor involuntary servitude, except as a punishment for crime, whereof the party shall have been duly convicted, shall exist in this Archipelago. Such is the declaration of the Lodge Bill, passed at the recent session of the United States Congress, and now proclaimed by the Governor of the Philippine Islands as the organic law of the land."

Less contentedly our contemporary goes on to comment: "A communication has been received from Washington, directed to the military authorities in general and the Commanding General of the Moro country in particular, instructing them that the slaves of the high men of the tribes must be released, where they request or demand it, and that in no case, no matter what means are required, or necessary to prevent it, must the Dattos of the various tribes be allowed to use cruel or inhuman treatment toward their subjects."

THE NATIVE LABOUR QUESTION.

We have received from the Secretary of the Hongkong General Chamber of Commerce, with a request for publication, the following letter. Mr. Lowe at the same time informs us that the Attorney-General has drafted a Bill to meet the cause of the complaint.

Hongkong, 5th June, 1902.
SIR,—I beg to bring to the notice of your Chamber a matter which affects the commercial interests of Hongkong, viz., the growing tendency of Chinese in the service of foreigners to leave employment without notice and the inconvenience and loss to which employers are subject in consequence. And if your Chamber is of opinion that the evil is of sufficient extent and importance to justify remedial measures, I beg to request that representations be made to Government with a view to legislation on the subject.

With regard to the extent of the evil I can of course speak with certainty only of those instances under my immediate notice, but from enquiries made of others I find the case of the Wharf Co. is not singular. The average Chinaman entering foreign employ has apparently no intention of giving fair service for fair pay. He takes employment as a matter of convenience; he intends to stay just as long as will enable him to learn a little English, find higher wages or other more congenial employment; then without the slightest warning and having received his pay, he departs, leaving the employer to shift as best he can without him. The inconvenience caused by this state of affairs, bad though it be, is however trivial compared with the serious consequences arising from a strike.

A Chinaman rarely follows the practice of other nationalities by giving his employer an opportunity of remedying a grievance, so that as a rule the first indication of it is stoppage of work, and the employer is face to face with that most effective weapon of theirs—combination—while the absence of legal protection from unjust combination, gives no alternative but to submit.

Disputes between employers and employees are of course time-consuming affairs all the world over and elsewhere generally adjust themselves, but in Hongkong circumstances are peculiar and call for special treatment.

The native population is essentially a floating one: thousands come from the mainland, earn for a brief period what is to them fabulous pay, and then return to their homes for good. Thousands are attracted to the Colony by the high pay but, finding the surroundings congenial, likewise return for good.

The stream of change is ever flowing and there is no failure of supply. There is no permanence of residence; practically every man's home is elsewhere, and the Colony is looked upon as a place wherein to try one's luck and clear out winner or loser, the result being a continual change of employment. Cook to-day, tallyman to-morrow, cartman, gardener, watchman, shroff in turn, jacks of all trades, they are good at none.

To further emphasise this evil the Colony is home-combined with so-called "clubs," otherwise societies of those following the same employment which, supported by subscriptions, afford food and shelter to those out of work, and where matters connected with their particular interests are discussed, the decisions of the club, often illegal, being binding on every member.

There is no incentive to honest work, no disgrace in dismissal; it is so easy to obtain new employment and when out of it there is the club or lodging with a friend at his master's expense. There is no family influence for good, and as the lower class Chinaman's ambition does not as a rule extend beyond his daily meals, it is not difficult to see the causes which have changed what 20 years ago was an industrious, faithful and useful servant into the slipshod, worthless, indolent creature with which the Colony swarms to-day.

Thus matters are and thus must they continue until the evil finds its cure; meanwhile much good could I think be done if, in the case of domestic servants, it were made a punishable offence to leave regular employment without notice and I beg to ask that the Chamber will be good enough to address Government on the subject with this object in view.

As the law stands, employers can demand a month's salary in lieu of notice, whereas the employer has no redress against his servant, except he be a domestic. It seems to me unfair that this should be so and that it be compulsory for the master to give his servant a month's notice if he should also be incumbent on the servant to do the same, especially as in Hongkong where there is any close-indeed protection against another, it is the foreigner against the native servant.—I am, Sir, Your obedient servant.

EDWARD OSBORNE, Secretary.
A. R. LOWE, Esq., Secretary,
Hongkong General Chamber of Commerce.

CRUELTY TO ANIMALS AT MANILA.

The following is taken from the *Manila Free Press* of the 19th inst.:

Last Sunday week the Customs Inspector on board the steamship *Shanhai* was very much surprised to learn that the cattle on board had not been watered or fed for over thirty hours. He immediately hunted up the captain of the ship and told him of the circumstance. The captain said that it was none of his business and that the consignees of the cargo would have to look after the cattle. The consignees were also notified and paid no attention to the order of the inspector. As a result he informed Captain Chase, one of the port officials, who told the captain that it was imperative that he fed and water the cattle still remaining on the ship. The captain refused to do this with the result that the story went to still higher officials and yesterday when the *Shanhai* was ready to sail an order came from headquarters to Mr. Crampton ordering him to go to the *Shanhai* and revoke the clearance papers, which the vessel had already received, and forbid her sailing.

The captain of the vessel is an Englishman and has had an idea that he could do as he pleased in regard to the unloading of his vessel. He has however found out to the contrary, and will stay in the harbour until his case has been decided. The Surveyor of the port, Mr. Cairns, has recommended that he be arrested and punished for cruelty to animals, as he contends that notwithstanding the fact that the captain of the vessel is not responsible, common humanity would lead a man to give suffering beasts the necessities of life. The recommendation of Mr. Cairns will very probably be carried out.

THE SHAREHOLDER AND THE AXE-GRINDER.

ANTI-BLUFF (LOQUITUR).

"Greedy Axe-grinder! Do you mean to tell me that if we shareholders hound you from the Dock Board

Your boss in Canada will at once transfer his Custom to Farham's?"

Please understand that when you were made Chairman

It was not at all because you are a bigwig. But as a mark of our appreciation

Of your employers.

Have you got a widow? Have you got an orphan?

Think of their feelings, doomed to live on Dock shares—

Ten little Dock shares!—if you dock their incomes

Even ten dollars.

I am an orphan! I have got ten Dock shares! Comfort and misery wait upon your action. If you don't pay, may you too have to live on Rice without curry!"

AXE-GRINDER (LOQUITUR).

"Say, John! who taught you to talk so fastious?"

"Along more better 'spos you sellum Dock shares."

You wanches buyer? I'll take 'em from you: I'll pay two hundred."

ANTE UP!

REVIEWS.

The French in Tonkin and South China. By ALFRED CUNNINGHAM. Hongkong Daily Press, Hongkong, and 131, Fleet Street, London.

THIS little work, the fruit of a recent visit to Kwangchow and Tonkin, supplies a good deal of up-to-date information which cannot fail to prove both interesting and valuable at the present moment, more especially in view of the forthcoming Exposition to be opened at Hanoi in November next. Concerning this very laudable enterprise a chapter is devoted to giving details of the show as it is to be, with sundry illustrations of the buildings. There are sketchy but pleasant descriptions of Haiphong and Hanoi, showing graphically the rapid improvements effected in both towns until, at the present time, the capital of Tonkin will, according to the author, compare not unfavourably with any city in the Far East. A full account is given of the system of railways inaugurated by M. Doumer, the recent energetic Governor-General of Indo-China, and those in working order are described, and illustrations of their aid of the great bridges across the Red River at Hanoi are included. This bridge is 680 metres (5,205 feet) in length, one of the longest bridges in the world. It is built of steel on columns of dressed Tonkin stone. These stone columns, 14 metres high, are built up on metal cylindrical piles, 30 metres deep, which are filled with cement. About 5,000 tons of steel were used in the structure, which consumed 80 tons of paint for its protection. The bridge cost \$5,000,000 francs, and is certainly a monument of French energy and enterprise. It was opened to traffic in 1901. The author, after reviewing the lines in progress or in prospect in French territory, adds that two lines are projected from Kwangchow, to reach the Suiyang river, one at Wanchow, and the other to connect at Nanning-fu with the line from Hanoi and Langson. He draws a contrast between the enterprise of the French Government, which is sparing neither efforts nor money to tap the trade of South China through its railways, and the feeble efforts made by British officials to check Chinese obstruction to British navigation on the West River and the belated talk of a railway between Kowloon and Canton. While we wait, the French are; we are very ready to accuse Frenchmen of want of enterprise! It is time that their enterprise takes a different form, but we must learn some useful lessons even from French efforts at colonisation in the Orient. The opening chapter is devoted to a description of the new Colony of Kwangchow, from which it would seem that the French have not been idle there, for they have created a sanitation. If nothing else, some statistics of trade are given for the year 1901, which show that there are some imports. These do not, however, appear to include opium, although we know as a matter of fact that considerable shipments are made from Hongkong, a good deal of which no doubt crosses the border into Chinese territory without payment of duty.

This book is well printed, and the illustrations are numerous and well selected though some few are rather imperfectly developed.

The Bull. By ARTHUR S. BAXENDALE. London, Wm. Heinemann. Novels and Luxe.

The title of Mr. Baxendale's story is from the Rubaiyat of Omar Khayyam:

The Bull no question makes of Ayes or Noss.

But here and there strikes the Player goes.

So Harry Silotte, the hero of the tale before us, is the Bull that goes as the Player strikes. He is not, it may be remarked, any more capricious in his movements than a vast number of "heroes" or of real men. Mr. Baxendale, whose name is not unknown in Selangor, opens *The Bull* in the Malay States and then transfers his scene to England. Dwellers in the Far East may therefore take an additional interest in what is, as a whole, a well-written book. One chapter, I, is superfluous, though brief. Otherwise we can recommend Mr. Baxendale's first effort in fiction (as we take *The Bull* to be) as a thoroughly readable work.

LATE TELEGRAMS.

NEWS VIA MANILA.

New York, 14th August.
General Jacob H. Smith collapsed on reaching his home in Portsmouth, Ohio, owing to nervous prostration. His condition is regarded as serious.

At the convention of the Philippine Veterans in Iowa the names of Brigadier-Generals Jacob H. Smith and Charles King have been proposed as president of the society.

THE VENEZUELAN SITUATION.

New York, 14th August.
Official advice received in Washington regarding the Venezuelan situation state that the situation is critical. The rebels continue to pillage Barcelona. The U.S.S. *Cincinnati* is en route for the scene of trouble.

CALIFORNIA'S GOVERNOR ARRESTED.

New York, 14th August.
Henry T. Gage, governor of the State of California, has been arrested on a charge of original libel brought by Mr. John D. Spreckels, proprietor of the *San Francisco Call*.

HAWAII.

New York, 14th August.
To end the internal strife continually going on in the republic of Hawaii, it has been proposed to annex the turbulent little country to the United States.

CUBA LIBRE?

New York, 17th August.
Senator Mark Hanna, in an interview to-day, said that the only logical outcome of the trend of affairs in Cuba would be the annexation of the island to the United States. The situation in Cuba was precarious in the extreme, and the commercial interests, not only of the United States, but of other Powers, demanded annexation. When the special session of the Senate convenes in November the question of the annexation of Cuba will be no doubt at once considered.

TIDAL WAVE IN MEXICO.

New York, 17th August.
The city of Alata, Mexico, has been struck by a tidal wave and a great number of the inhabitants have been drowned. Alata is on the Gulf of California, and exposed to the full sweep of any storms raging in the Gulf. The Mexican Government has undertaken relief measures for the afflicted inhabitants.

THE PHILIPPINE MILITARY COMMAND.

Manila, 16th August.
Gen. Chaffee will not retire from military command in the Philippines until the end of September. He has expected to resign sooner, but for the situation having come from Washington in June, and Gen. Geo. W. Davis, who is to assume command, has been seriously ill, a month ago, to report here for duty. Washington has changed the programme because of a demonstration of insurgents in the so-called pacified district on the outskirts of Manila, in which a band of American soldiers was attacked in ambush. Five of them were killed and several others wounded by the bolomen. The attack occurred only four miles from the Governor's Palace. Discoveries have also been reported of quantities of new Mauser rifles in Samar, which had been shipped there for insurgent use. Since Chaffee is essentially a soldier, and Davis more of a diplomat, equipped by temperament to get on amicably with the civil authorities, it has been decided to retain Chaffee beyond the time first designated. He appears to have before him stern work, and those who observed his conduct in North China will understand how thorough may be present performance, if he be given free rein.

FRANCE AND THE RELIGIOUS ORDERS.

The text of the defence made by M. Combes at Pons of his measures against Roman Catholic schools was issued on the 24th ult. He said:—

"We want respect for the law, and nothing but the law, and a certain course of education must have obliterated the moral sense of some people to make them maintain that associations can be above the law. For which the common sense of the nation is not less than that effect should be given to an article of the law of July 1, 1901, which provides that there can be no religious communities or establishments without a previous application for authorisation addressed to the Chamber for communities or to the Council of State for establishments. Subsequently to this law of 1901 about 130 establishments were formed which had refused to apply for authorisation. We have closed them because such was our duty. Before the passing of this law other establishments were opened which have not asked for authorisation, yet since 1875 there had been a law requiring authorisation. In order to leave no doubt in men's minds M. Waldeck-Rousseau warned the religious orders that the establishments thus opened ought to regularise their situation. The law, indeed, is positive on this point, and the measures taken respecting them are strictly legal. You will see, moreover, that the majority of these establishments have understood this, and if I do not think it right to say that they will have regularised their situation just now, I think it is true, that they have very light of the protests of the episcopate, among whom Archbishop Coullié of Lyons is not included. He apparently cares nothing for moral, but only for physical, resistance. Nevertheless, it is believed that in a fresh circular, or if he directs one to the prefects, he has excepted not only charitable establishments, but also obviously not for profit establishments which are partly charitable and partly educational. It is also believed that the closed orders will not be disturbed, nor the communities which have been allowed by decrees to purchase buildings or sites and have thus virtually been authorised by previous Government. As for the establishments, mostly girls' elementary schools, to which no money is to be shown, there is a feeling, even among those who have no love for Romanist education, that they should have been allowed a last chance of applying for authorisation. The law, it is true, gave them only three months, which expired on October 1, but M. Waldeck-Rousseau on December 5 gave them till January 15, and though he formally granted no further grace, he remained in office till the end of May without taking any measures against the defaulters. It must be assumed, therefore, either that he intended to give them a further chance or that, as he seems to have stated during the discussion of the Bill, he regarded those schools as innocuous to the measure and as remaining under the education law of 1888. M. Combes is obviously not bound by his predecessor's acts or intentions, but a curious circumstance, which has escaped notice, is that, though the measures against the 3,500 schools were announced in the newspapers, and were even discussed in the stormy sitting of the Chamber on the 11th inst., the circular is dated the 15th, so that the Prefects must have received them only some days before those orders were formally drafted."

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WORK FOR AMATEURS, AND WE HAVE LARGER AND BETTER FACILITIES

FOR DEVELOPING AND PRINTING THAN ANY HOUSE IN THE COLONY.

ACHEE & CO.,

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17A, QUEEN'S ROAD CENTRAL.

FEW DOORS EAST OF HONGKONG HOTEL.

HONGKONG, 6th May, 1902.

THE TROUBLE IN NORTH SIAM.

The *Siam Observer* of the 15th inst. says:—

News from the North still goes to strengthen the impression on that the worst of the trouble is already over. It is believed that the Siam about Phrae were disappointed in the hope that the Shans of Chiangmai and of Lakhoon Lampang would join them. They found, apparently, that the Chiangmai and Lakhoon Shans were not in sympathy with them, and this had a considerable effect in reducing the mischief. Another telegram from Consul Beckett has been received at the British Legation. It comes from Chiangmai, but from its tenor it would seem to have preceded the previous message received, noted yesterday, and the date should probably be the 12th, when Mr. Beckett was leaving Chiangmai for Lakhoon. According to this last-received telegram, the Shans appeared either to be dispersing or to have already dispersed, and Mr. Beckett expressed the sanguine opinion, possibly too sanguine, that a large force was not required. The idea that the assistance of British troops from Burmah might be needed seemed to be a contradiction. Under the circumstances it is merely absurd. The Siam authorities are fully competent to deal with worse troubles than this; and in any case, the Convention of 1893 absolutely prevents either British or French troops from setting foot in the Mems Valley except by mutual consent. It is needless, however, to enlarge upon this point, because no question of foreign assistance arises. The paper in its issue of the 13th inst. says:—An important circumstance to be noted to-day is that the dacoits have included some Shan British subjects. There would seem to be no doubt about this fact, for we hear that Mr. Lyle, British Consul at Nan, has gone down to Phrae and has there succeeded in inducing the British subjects in the gang to disperse. This is the first definite intelligence we have noted that British Shans were amongst the dacoits. At the outset there was a vague rumour that dacoits had entered Chiangmai province in small parties disguised as traders, but this was not confirmed. The Shans in question may, of course, have been British subjects residing in Chiangmai province. In any case it is a matter for satisfaction that Mr. Consul Lyle has now persuaded them to go home, and Mr. Lyle deserves to be thanked for this service. It must help to facilitate the restoration of order.

THE WORLD'S PETROLEUM MONOPOLY.

The question of establishing a world-wide monopoly of the petroleum industry, which was first seriously discussed about five years ago, is now reported to be an accomplished fact. It was originally brought forward when the Russian Nobel Company obtained permission in 1897 from the Government not to alter its statutes as to enable it to take a financial interest in foreign companies or other undertakings, and it was then thought that this action might form the basis of an ultimate control of the oil industry. Rumours have been current that an understanding has been arrived at between the Russian producers and the Standard Oil Company, and the Moscow *Viedomosti* has now published documents which throw some light on the question.

These documents purport to show:—(1) That the London branch of the Nobel Company has united with the Standard Oil Company, which forms the agency of the Rothschild family, and which has hitherto competed against American petroleum, has allied itself with the Standard Oil Company; (2) that the London Consolidated Petroleum Company, which is managed by Messrs. Rothschild, Nobel, and Samuel, and which has hitherto competed against American petroleum, has allied itself with the Standard Oil Company; (3) that the directors of the Rothschild's Companies (Captains, Black, See, Company and New Russian Standard Company) are likewise directors of the American Standard Oil Company. As a result of these agreements it is considered that there is formed a combination of the Rothschilds, the Nobel family, and the Standard Oil Company, and that, as the addition of the Roumanian industry may be expected, the combination will be in a position to dictate absolutely its own terms to consumers.

LATEST STEAMER MOVEMENTS.

The P. & O. steamer *Bengal* left Singapore for this port on the 24th inst., at 9 a.m., with the outward English mail, and is due here on the 25th inst., at about 10 a.m.

The Imperial German mail steamer *König Albert* left Kobe, via Nagasaki, Shanghai and Poonchow, on the 24th inst., p.m., and may be expected here on or about the 2nd prox.

The Imperial German mail steamer *Prinz Regent Luipold*, carrying the German mails with dates from Berlin of the 6th inst., left Colombo on the 24th inst., a.m., and may be expected here on or about the 4th prox.

The N.Y.K. steamer *Kasuga Maru* (Anshan Line) left Nagasaki for this port on the 23rd inst., p.m., and is expected here to-morrow.

The P.E.N. steamer *Kaiser* arrived at Nagasaki at 9 a.m. on the 25th inst., and left again at 5 p.m. same day for Shanghai, where she is due to arrive at 6 a.m. to-morrow.

TIENTSIN, NEWCHWANG, AND SHANGHAI.

The *Times* of the 22nd ult., in the course of a leading article upon Lord Lansdowne's speech on Chinese affairs the previous week, says:—

It is satisfactory to learn that our Government promptly rejected the ridiculous scheme formulated by the military authorities in Tientsin for the protection of that city, when returned to its rightful owners. The plan underwent a wholesale revision. Lord Lansdowne confined himself strictly to the points raised by Lord Spencer, and even upon some of these he made no great addition to our knowledge. Upon the subject of railway and other concessions—a matter in which we have been outstripped by syndicates nominally representing unofficialities with no substantial interests in China, as well as by companies avowedly under the protection of the Great Powers—the Foreign Secretary kept silence. He confirmed the accounts given by our Correspondents as to the position of the northern railways under the Manchuria agreement ratified at the end of last month, and he tells us he "gathers" that the Russian Government will be disposed to restore Newchwang to China whenever the other Powers hand her back Tientsin. As Newchwang is a treaty port with a very large British and American trade, we trust this anticipation may prove to be well-founded. The general provisions of the Manchuria Convention he regards as not more extreme than might naturally be resorted to in the circumstances, and the Government hopes that the arrangement may be carried out in due time. He glided very gently over the situation at Shanghai—the great commercial centre created by generations of British traders at the entrance of what Lord Lansdowne's colleagues used to assure us was the British sphere in China—observing with literal correctness that he was not aware of any difficulties there with other Powers. Very serious questions affecting the welfare of the British community notoriously do exist at Shanghai, though they have not perhaps at present assumed the character of "difficulties" in a diplomatic sense.

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THE FAMOUS

JAPANESE BEER

OF

TOKYO.

PLEASANT.

LIGHT.

PALATABLE.

PER CASE OF 8 DOZEN PINTS, \$15

"YEBISU" BLACK BEER.

PER CASE OF 8 DOZEN PINTS, \$16

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German " " " "

Canadian " " " "

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NEW ADVERTISEMENTS

TENDERS.

TENDERS for REPAIRS to the AMERICAN SHIP "LUZON," as required by the Surveyor's reports, which can be seen on application to the undersigned, are invited to be sent in by Noon, of THURSDAY, the 28th August, instant.
J. G. PARKS,
Master of American Ship "LUZON,"
Care of E. C. RAY, No. 2, Goddard Street, Hongkong, 26th August, 1902. [2256]

TO LET.

BROCKHURST, at the PEAK.
Apply to—
Linstead & Davis,
Hongkong, 26th August, 1902. [2258]



ZETLAND LODGE, NO. 525, E.C.

A REGULAR MEETING of ZETLAND LODGE will be held at the FREE-MASONS' HALL, Zetland Street, on MONDAY, the 1st September, at 8.30 for 9 P.M., precisely. Visiting Brethren are cordially invited to attend.
Hongkong, 26th August, 1902. [2259]

PUBLIC AUCTION.

THE Undersigned have received instructions from the OFFICIAL ADMINISTRATOR to Sell by Public Auction the Estates of the late J. BRODIE, A. E. S. SPENCER, J. FERNANDES, and CHAN SE TO-DAY (TUESDAY), the 26th inst., at NOON, at their SALES ROOMS, No. 20, Des Voeux Road, SUNDRY GOODS AND EFFECTS, comprising—

TRAVELLING BAGS and TRUNKS, CLOTHING, CHAIRS, BOOKS, INDIAN CLUBS, &c., &c.
Terms—As usual.
HUGHES & HOUGH,
Government Auctioneers,
Hongkong, 25th August, 1902. [2257]

THE CHINA AND MANILA STEAM-SHIP COMPANY, LIMITED.
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The Company's Steamship

"PERLA,"
Captain J. McGinty, will be despatched as above on FRIDAY, the 29th inst., at 4 P.M. The attention of Passengers is directed to the excellent accommodation provided by this steamer. She is fitted throughout with the Electric Light and is supplied with a Refrigerating Chamber.
A doctor is carried.
For Freight or Passage, apply to
SHEWAN, TOMES & CO.,
General Managers,
Hongkong, 25th August, 1902. [2255]

FOR MANILA.

THE Company's Steamship

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Captain J. McGinty, will be despatched as above on FRIDAY, the 29th inst., at 4 P.M. The attention of Passengers is directed to the excellent accommodation provided by this steamer. She is fitted throughout with the Electric Light and is supplied with a Refrigerating Chamber.
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Hongkong, 25th August, 1902. [2255]

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR
FUME AND TRIESTE (DIRECT),
Calling at SINGAPORE, PENANG, CALCUTTA, COLOMBO, ADEN, PANAMA, and PORT SAID.
(Taking Cargo at through rates to the BRAZIL, to EAST and SOUTH AFRICA, RED SEA, BLACK SEA, LEBANT, VENICE, and ADRICATICO PORTS.)
The Company's Steamship

"NIPPON,"
Captain Klansberger, will be despatched as above on WEDNESDAY, the 17th September, P.M.
For information as to Passage and Freight, apply to
SANDER, WHEELER & CO.,
Agents,
Princes' Buildings,
Hongkong, 26th August, 1902. [23]

CHEONG SHING GENERAL EXPORTERS.

DEALERS IN
JEWELLERY, DIAMONDS, PEARLS, PRECIOUS STONES, SILKS, IVORY, WARES, EMBROIDERY, AND CHINESE GIGLOS.
Wholesale and Retail. Prices very moderate.
No. 39, QUEEN'S ROAD CENTRAL (Opposite Messrs. C. J. GAUFF & Co.).
Hongkong, 2nd June, 1902. [155]

TSANG FOO & CO.

SAM WING HING
興榮三
COAL MERCHANTS,
No. 48, DES VOEUX ROAD CENTRAL.
Telephone No. 329.
Hongkong, 23rd September, 1901. [24]

司公濟鴻角旺

HUNG CHAI & CO., WONGKOK, YAUMATEI.

MANUFACTURERS of MOSAIC BRICKS of all Colours and Designs.
YEE SHUN & CO., Agents,
No. 61, Bonham Strand,
Hongkong, 6th March, 1902. [72]

AUTOMATIC MAUSER PISTOLS.

CALIBRE 7.63 mm.
WITH CHAMBER for 10 CARTRIDGES
FIRING 10 SHOTS in 2 SECONDS.
SIEMSEN & CO.
Hongkong, 2nd October, 1900. [64]

HONGKONG JOCKEY CLUB.

MEMBERS who are desirous of subscribing for China Ponies for forthcoming racing, and who have not already sent their names in, will please communicate with the undersigned.

A. S. ANTON,
Acting Clerk of Course,
Hongkong, 25th August, 1902. [2250]

HONGKONG JOCKEY CLUB.

PROGRAMME FOR THE 1903 MEETING.

FIRST DAY.

1. Wong Nei Cheong Stakes, Five Furlongs, Hongkong Waters.
2. Valley Stakes, 1 Mile, China Griffins.
3. Maiden Stakes, 1 Mile, China Ponies.
4. Victoria Stakes, One Mile, China Ponies.
5. Footstaple Cup, 2-mile post once round and in, Open Waters.
6. Derby, One and a half Miles, Water Griffins.
7. Lusitano Cup, One Mile, China Griffins.
8. Club Cup, One and a half Miles, China Ponies.
9. Encouragement Stakes, One Mile, Water Griffins.
10. Chinese Club Cup, Once round, China Griffins.

SECOND DAY.

1. Flyaway Stakes, Seven Furlongs, Water Griffins.
2. Exchange Plate, 1 Mile, China Ponies.
3. Professional Cup, One and a half Miles, Open Waters.
4. German Cup, One Mile and a quarter, China Griffins.
5. Garrison Cup, One Mile, Water Griffins.
6. Jockey Cup, One Mile, China Griffins.
7. Great Southern Stakes, 2-mile post once round and in, China Ponies.
8. Navy Cup, One and a quarter Mile, Hongkong Waters.
9. Hongkong Stakes, One Mile and a half, China Griffins.
10. Tai Yauk Fong Cup, Once round, China Ponies.

THIRD DAY.

1. Spring Stakes, 2-mile post once round and in, China Griffins.
2. Grand stand Stakes, One Mile, Water Griffins.
3. Challenge Cup, One Mile and three quarters, China Ponies.
4. Ladies' Purse, One Mile, Hongkong Waters.
5. Blake Challenge Cup, One Mile, China Griffins.
6. The Parson Cup, One Mile, China Ponies.
7. Phaeton Stakes, 1 Mile, Water Griffins.
8. Champions, One Mile and a quarter, China Ponies.
9. Water Champions, One Mile and a quarter, Open Waters.
10. Nip Desperandum Stakes, 1 Mile, China Griffins.

WEIGHT per inches as per Hongkong Jockey Club Standard. Subject to penalties for winners and allowances for Non-Members and Griffins as may be determined by the Stewards hereafter.

"**HONGKONG WALTERS**" means all Waters imported into Hongkong in any year as "Subscription Griffins" or "Derby Griffins."

"**WATER GRIFINS**" means all Waters imported into Hongkong in 1902 as "Subscription Griffins."

"**OPEN WALTERS**" means all Waters imported into Hongkong in any year as "Subscription" or "Derby Griffins." Waters not exceeding 15 hands 1 inch first meet in Shanghai as "Subscription Griffins," and all Waters imported into Hongkong before August 1st, 1902, not exceeding 15 hands 1 inch in height.

"**CHINA GRIFINS**" means all China Ponies imported into Hongkong in 1902 as "Subscription Griffins."

"**CHINA PONIES**" means all China Ponies not exceeding 14 hands 2 inches in height.

By Order of the Stewards,
A. S. ANTON,
Acting Clerk of Course,
Hongkong, 25th August, 1902. [2270]

GRACA & CO., Importers and Exporters of Foreign and Colonial POSTAGE STAMPS, 53, Red Street, Hongkong, have just received for sale at their stall at Hongkong Hotel Corridor a large variety of nice Pictorial Post Card Albums, Pictorial Post Cards, Panoramas of Hongkong, Macao, Canton, Chinese Costumes, Views, &c., &c., in Phototype and Coloured Colotype. Assortment of Postage Stamp Albums, Lenses, Hinges, Tweezer and other Philatelic goods. Prices to suit all Customers. Correspondents wanted. Foreign orders promptly attended to. Cash with order or I.O.U. reference. [1937]

M. CHADWICK K.E.W.

DENTAL SURGEON.
No. 39, QUEEN'S ROAD CENTRAL.

Office Hours—9 A.M. to 5 P.M.
Hongkong, 19th March, 1902. [1653]

SIEN TING.

SURGEON DENTIST.
No. 10, DAGUILLAR STREET.

TERMS VERY MODERATE.
Consultation Free.
Hongkong, 23rd September, 1891. [899]

LUNART PERE & FILS, REIMS

Established 1719.
CHAMPAGNE GROWERS AND SHIPPERS.

Ship only the Finest Quality Extra Dry (Green Seal).
LAUTS, WEGENER & CO.,
Sole Agents,
Hongkong, 17th May, 1895. [14]

QUAN WAH & CO.

GRANITE MERCHANT CONTRACTORS.
Dealers in

MARBLE and GRANITE MONUMENTS.

No. 1, QUEEN'S ROAD EAST.
Estimates, Designs & Prices on Application.
All descriptions of Granite for Export.
Hongkong, 17th October, 1900. [1555]

THE AMERICAN SYSTEM OF DENTISTRY

DR. M. H. CHAUN,
33, DES VOEUX ROAD CENTRAL, HONGKONG.
From the University of Pennsylvania, U.S.A.
Hongkong, 4th March, 1902. [638]

DAVID GORBAR & SONS

MERCHANT NAVY
NAVY BOILED
LONG FLAX
RELIANCE CROWN
TARPAULING
ARNOLD, KARBURG & CO.,
Sole Agents,
Hongkong, 22nd April, 1902. [1191]

THE HONGKONG STUDIO.

PHOTOGRAPHER GRAYSON PORTRAIT PAINTER, ETC.

PHOTOGRAPHY in all its branches, Groups and Portraits a Specialty.
Large Selection of Views.
TOP STORIES, 41 & 43, QUEEN'S ROAD CENTRAL, HONGKONG.
Hongkong, 22nd April, 1902. [1191]

PUBLIC COMPANIES

HONGKONG HOTEL COMPANY, LIMITED.

NOTICE.

THE ORDINARY HALF-YEARLY MEETING of SHAREHOLDERS will be held at the COMPANY'S HOTEL, TO-MORROW (WEDNESDAY), the 27th AUGUST, 1902, at NOON, for the purpose of receiving a Statement of Accounts of the Company to the 30th June, 1902, with the Report of the Directors, and to discuss any matter that may be competently brought before the Meeting.

The TRANSFER BOOKS of the Company will be CLOSED from the 21st to the 27th August, both days inclusive.
By Order of the Board,
C. MOONEY,
Secretary,
Hongkong, 16th August, 1902. [2262]

EDWARDS, PIRY & CO., LTD.

NOTICE.

NOTICE IS HEREBY GIVEN that a GENERAL MEETING of the above Company will be held at the OFFICES of the Company, No. 1, Duddell Street, at 4 P.M. TO-MORROW (WEDNESDAY), the 27th AUGUST, 1902, for the purpose of receiving a Statement of Accounts of the Company to the 30th June, 1902, with the Report of the Directors, and to discuss any matter that may be competently brought before the Meeting.

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EDWARDS, PIRY & CO., LTD.

NOTICE.

TO LET.

TO BE LET.

"BISNEZ VILLA," POKFULUM, Immediate Possession.
Apply to—<

HONGKONG BUSINESS DIRECTORY.

BOOKBINDING
DAILY PRESS OFFICE.
 The only office in China having European taught workmen. Equal to Home Work.

FURNITURE WAREHOUSEMEN
A. CHEE & CO. Established 1859.
 Every Household Requisite. Depot for European and Chinese Furniture and Accessories. 17, Queen's Road Central.

JEWELLERS
MAISON LEVY HERMANOS.
 Diamond Merchants and Watchmakers. 49, Watson's Building, Queen's Road. Also at Shanghai, Manila, Paris and Hilo.

PHOTOGRAPHERS
M. MUMFAY, JAPANESE ARTIST.
 Bromide and Crayon Enlargements and also colouring Photos and relief Photos. Views of China and Manila. Work done for Amateurs. No. 8, Queen's Road Central.

PRINTING
"DAILY PRESS" OFFICE.
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STOREKEEPERS
P. BLACKHEAD & CO.
 Navy Contractors, Shipchandlers, Sailmakers, Provision and Coal Merchants, Fraya Central, next Hongkong Hotel.

BISMARCK & CO.
 Navy Contractors, Ship Chandlers, Provision and Coal Merchants, Sailmakers, &c. Fresh Water supplied to Vessels in the Harbour.

KWONG SANG & CO.
 Shipchandlers, Sailmakers, Provisioners, Coal Merchants, Hardware, Engineer Tools, Brass and Iron Merchants. 14, Des Voeux Road.

MOORE & SEYMOUR.
 43 and 45, Des Voeux Road, Shipchandlers, Sailmakers, Riggers, Commission Agents and General Storekeepers; Sole Agents for Shipowners' Commission ("Greyhound Brand") and Blundell's Spence & Co.'s Commission.

WATCHMAKERS
DROZ & CO.
 10, Queen's Road Central. Repairs of Watches and Clocks by competent European experts at moderate rates.

INSURANCES
AACHEN AND MUNICH FIRE INSURANCE CO.
OF AIX-LE-CHAPPEL.

THE UNDERIGNED, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.
REUTER, BRÜCKELMANN & CO.
 Agents.
 Hongkong, 21st April, 1902. [118]

THE LIVERPOOL AND LONDON AND GLOBE INSURANCE COMPANY.
 Established 1806.
THE UNDERIGNED, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.
WM. MEYERINK & CO.
 Hongkong, 3rd June, 1902. [1573]

NORTH BRITISH AND MERCANTILE INSURANCE COMPANY.
 Incorporated 1851.
THE UNDERIGNED, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.
WM. MEYERINK & CO.
 Hongkong, 3rd June, 1902. [1573]

TOTAL FUNDS at 31st DECEMBER, 1901, £15,722,093.
I. AUTHORIZED CAPITAL, £3,000,000 0 0
SUBSCRIBED CAPITAL, 2,750,000 0 0
PAID-UP CAPITAL, 887,500 0 0
II. FUND, 2,685,548 5 2

THE UNDERIGNED, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.
WM. MEYERINK & CO.
 Hongkong, 3rd June, 1902. [1573]

THE WESTERN ASSURANCE COMPANY OF TORONTO, CANADA.
 Incorporated 1851.
THE UNDERIGNED, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.
WM. MEYERINK & CO.
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WM. MEYERINK & CO.
 Hongkong, 3rd June, 1902. [1573]

NORTH GERMAN FIRE INSURANCE COMPANY OF HAMBURG

The Underigned AGENTS of the above Company are prepared to ACCEPT FIRE RISKS against Foreign and Chinese Risks at Current Rates.
STERNSEN & CO.
 Hongkong, 20th May 1895. [27]

PHENIX FIRE OFFICE
 The Underigned are now prepared to GRANT POLICIES of INSURANCE against FIRE at Current Rates.
DOUGLAS LAFRAIK & CO.
 Agents for the Phoenix Fire Office.
 Hongkong, 17th August, 1887. [28]

THE NORTHERN ASSURANCE CO.
 Established 1886.

THE Underigned Agents of the above Company are prepared to accept First-class FOREIGN and CHINESE RISKS against FIRE at Current Rates.
TURNER & CO.
 Agents.
 Hongkong, 23rd August, 1902. [2342]

NOW READY
A SECOND EDITION
OF THE
SPECIAL
ILLUSTRATED
CORONATION
SUPPLEMENT
TO THE
"HONGKONG DAILY PRESS."

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LARGE OR SMALL HOUSES for Europeans in Kowloon.
 Apply to—
MESS PRESIDENT,
 3rd Burma Infantry, Queen's Hotel.
 Kowloon, 21st August, 1902. [2349]

SITUATION WANTED.
A YOUNG ENGLISHMAN, with three years' experience in Mercantile Firms, offers his services to any local firm or abroad at very moderate terms.
 Apply to—
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 Care of Daily Press Office.
 Hongkong, 28th July, 1902. [1806]

EVENING EMPLOYMENT wanted by a Gentleman thoroughly acquainted with all Mercantile work. Accounts, Correspondence, &c.
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BRITISH NORTH BORNEO.

WANTED.
AN EXPERIENCED FOREMAN for a Government Timber Mill. Must be thoroughly acquainted with the erection and management of Timber-cutting Machinery. Forward copies of recent testimonials and state salary required to—
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 Sandakan.
 Hongkong, 4th February, 1902. [146]

WANTED.
UNFURNISHED HOUSE.
 Particulars by Post to—
"ALPHA,"
 Care of W. BAKER & Co.
 Hongkong, 21st August, 1902. [2344]

WANTED.
AN Office in Hongkong, a JUNIOR ASSISTANT acquainted with General Office work and Correspondence. Apply by letter, with references, to—
ENQUIRER,
 Care of Daily Press Office.
 Hongkong, 20th August, 1902. [2291]

WANTED.
BY a British Firm in Manila, an experienced PORTUGUESE CLERK. First-class reference will be required. A knowledge of Spanish an advantage. Salary \$150.00 per month.
 Apply to—
Y. Z. Y.,
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 Hongkong, 23rd August, 1902. [2260]

WANTED.
SOME good CRANE DRIVERS. Men who have been accustomed to driving both Loco and Scotch Derrick Cranes. Apply, in writing, with copies of testimonials, to—
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 Hongkong, 20th August, 1902. [2230]

OREGON LUMBER.
THE Underigned, being closely connected with the leading MILLS at PORTLAND and PUGET SOUND, are always prepared to book orders for any specifications at LOWEST RATES.
STERNSEN & CO.
 Hongkong, 14th February, 1901. [68]

GOVERNOR TAFT ON THE PHILIPPINES.

Interviewed by the Singapore Free Press before he left for Manila, Mr. W. H. Taft, Governor of the Philippines, was naturally reticent about the mission to the Vatican. However, in view of the various reports as to the success or failure of his mission, he stated authoritatively that no decision has been arrived at at Rome, but the negotiations there were more of a preliminary nature than anything else. The only actual result was that an Apostolic delegate to the Philippines is to be appointed who will proceed to the Islands in a reasonably short time and as the result of his investigations there and consequent recommendations to the Vatican a settlement of the troublesome question may be confidently expected.

The Government of the Philippines is purely a Civil one at the present time, said Governor Taft, the pacification of the Philippines is practically complete and the Islands are free from the military regime. The Civil Commission as a governing body was formerly under the Commander-in-Chief of the Philippines but now this has all been altered and the U. S. forces at present in the Islands, numbering 18,000 officers and men, are under the command of a Major-General who commands them as a division of the U. S. Army. The Civil Commission is empowered to administer the Government according to the President's instructions. Governor Taft at its head, with additional powers conferred on him. All important measures are subject to revocation by the U. S. Secretary of War, but in minor matters the Governor and Commission are paramount. The Commission has authority to sell public land, to grant mining rights and concessions, to grant corporate franchise rights for railroads and in short to act in every way desirable for the public improvement. A new era is confidently looked forward to despite the vigorous opposition of a small section of Anti-Imperialists in the United States. After two years a census of the Islands is to be taken and then, if in the opinion of the President of the U. S. the step is justified, there will be created a Lower House consisting of from fifty to a hundred representatives chosen from the people, whilst the present governing body will constitute an Upper Chamber, similar to the political representation in the Mother Country. None would be excluded from the Lower House on racial grounds; a Filipino, Spanish or Mexican U. S. subject if properly elected, would be able to take his seat in as regular a manner as an American and in this way the voice of the people in the cause of its own government would be distinctly heard.

The silver problem is unsettled. The Commission which was appointed to enquire into the matter recommended a gold standard, like that of Japan, that is, that silver pieces should be coined which should be worth fifty cents gold silver and which should be kept on a parity with gold by a limited coinage, similar to the rupee in India. The House Committee of the House of Representatives approved of this recommendation and embodied it in this Bill, which was passed, but the Senate Committee was afraid that it was too radical a measure for the Orient, where there was so much free silver coined in the shape of British and Mexican dollars. As the two Houses could not agree on the subject, nothing was done except that authority was given for a subsidiary coinage. The main issue, however, will continue to abeyance until Congress meets in September next; at present there has been no decision one way or the other.

AN INTERVIEW WITH GENERAL DORWARD.
 Major-General Dorward, on arrival last month at Vancouver, gave his views to a newspaper representative on the Russo-Japanese situation, especially in relation to the question of Russia's withdrawal from Manchuria.

Major-General Dorward (a Victoria, B. C. paper says) speaks interestingly of the present and future crisis in the Far East, in which all eyes are on Russia. Will Russia evacuate Manchuria, or not? A solution of this question solves another, and that is, will there be war in the Far East? Major-General Dorward says there will undoubtedly be war unless Russia evacuates Manchuria according to terms of the agreement which the Anglo-Japanese agreement forced that country to make with China. He believes, however, that Russia will go after seeing that Japan will not submit to her remaining. If Manchuria is not evacuated, however, and Japanese correspondents at Peking say there are no signs of withdrawal, although the time for retirement is approaching, it means war. Japan will fight, there is no doubt of that, if Russia does not go. Both nations are well aware of this and Russia is rapidly strengthening her garrisons of Manchuria, while Japan is quietly preparing to strike a blow, if necessary. If war comes, the first thing that continent would hear of (the journal we quote from continues, evidently echoing General Dorward) would be the blowing up and destruction of the big Russian railway, for even now there are at points of vantage Japanese engineers who are armed in explosives, ever ready for the signal that war has been declared. The war would have its scene of action on both land and sea, beginning, no doubt in naval operations in the Yellow Sea, and concluding on land. Russia has now 80,000 men in the garrisons of Manchuria, and as is the custom of the country, they will remain as long as they are permitted to. The policy of Russia, says Major-General Dorward, while it may not be admirable from the point of view of the fair-minded, certainly has its advantages. Russia always remains in control of any disputed territory, until by show of arms, it is obliged to recede, and then the back down is graceful and polite but goes no further than necessary, and the Tsar's troops are ever ready to stand back again.

GENIUS AN IMPOSTOR.

The "Study of British Genius" which Mr. Havlock has just brought to a close in the pages of the Popular Science Monthly is full of matter of the most suggestive nature. The columns of the Dictionary of National Biography have furnished the author with most of the necessary details with respect to the family history of some 600 individuals (853 men and 43 women) between the fourth and the end of the nineteenth century, whose capacity has been such as to entitle them to be ranked among the possessors of genius. The century "richest in genius" is the eighteenth. England has "her fair proportion" of eminent persons, and Scotland an excess. With this estimate all who hail from the North of the Tweed will be disposed to agree, although they may claim that the "excess" should have been a simple epithet as "considerable" attached to it. But we confidently expect to hear remonstrances from the Keltic Society or societies when they hear that both Ireland and the Principality exhibit a marked deficiency of the magical quality which we term genius. And, to make matters worse, most of the Irish and Welsh "cases" given in the work are a considerable proportion of their pre-eminence to racial intermixture. Here is an undoubted "grievance," which we fear will not be removed even when the "distressed" country achieves the most complete independence. Other curious facts stand out from the researches of Mr. Havlock. The clergy will rejoice to hear that of all the professions they have produced the greatest number of distinguished children. Nowadays, the man who has "his genius full" is not generally supposed to be a very happy individual. He may find some consolation in the fact that persons of genius tend to belong to unusually large families. But this distinction is shared with those who are distinguished by other abnormal peculiarities. The genius is most often the youngest or the eldest child, and more often than not the result of a union between elderly parents. He is especially liable to such ailments as *convulsus pectoris*, asthma, stammering, melancholy, gout, and, alas! insanity. In fact, "the real affinity of genius is with congenital imbecility." Browning might have well altered the line Genius has somewhat of the—infantile.

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 Loaded with With Powder
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 Primrose Cases ... 25
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 5 per cent. discount on orders of 1,000 and over.
 Apply to—
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 Gunmakers,
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 Hongkong, 3rd July, 1902. [1839]

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 CONSULTING ENGINEER,
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 QUEEN'S BUILDINGS.
 TELEGRAMS: "CARMICHAEL," HONGKONG.
 A. B. C. Code, 4th Edition.
 Lieber's Standard Code.
 Telephone 232.
 Hongkong, 21st June, 1902. [1217]

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 EXTRA PALE LAGER IN CLEAR BOTTLES, OF UNIVERSAL POPULARITY.
ANHEUSER BUSCH BREWING ASSOCIATION, ST. LOUIS.

THE VICTORIA DISPENSARY.
NOTICE IS HEREBY GIVEN that Mr. EDWARD LANGLEY has ceased to be connected with our business.
 Mr. SOUTHERN KENT has been appointed our REPRESENTATIVE FOR THE HARBOUR AND SHIPPING BUSINESS, and all orders committed to his charge will receive immediate attention.
THE VICTORIA DISPENSARY,
 J. R. CAPELL, Manager.
 Hongkong, 5th August, 1902. [2115]

OSAKA SHOSHEN KAISHA.
 (THE OSAKA MERCHANT STEAMSHIP CO., LTD.)
WE have this day relieved the MITSUI BUSSAN KAISHA of the Hongkong Agency of this Company and have established our own Branch Office at this Port, at No. 2, Des Voeux Road Central. The Underigned has assumed charge of this Office.
OSAKA SHOSHEN KAISHA,
 T. ARIMA, Manager.
 Hongkong, 23rd August, 1902. [2285]

STEAMSHIP "TINGSANG" GENERAL AVERAGE.
NOTICE IS HEREBY GIVEN that all Claims for damage to Cargo, and for Cargo short received, must be submitted to the Adjuster Mr. F. S. FULCHER (of the China Trade Insurance Co.), Hongkong, on or before the 1st September next, after which date no Claims will be recognized.
JARDINE, MATHEWSON & CO.,
 General Managers,
 INDO-CHINA S. N. CO., LD.
 Hongkong, 14th August, 1902. [2190]

CARBOLINEUM-AVENA BIUS
 USED FOR OVER 25 YEARS.

TRADE MARK
CARBOLINEUM-AVENA BIUS

Thoroughly reliable preservative for Wood and Stone against White Ants, Locusts, Fungus Rot, and Decay.

LUTHEUS, EINSTAMANN & CO.
 Sole Agents for China.
 Hongkong, 1st July, 1902. [1810]

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THE very best obtainable. As prepared in MANCHESTER. Don't fail to try these NEW and DELICIOUS AERATED DRINKS. EXCELLENT and CHEAP. Kola Champagne, Cherryade, Orangeade, Champagne Cider, Lemon, quash, Superb Ginger Ale, Tonic Champagne, Vanilla Water, Brown Tonic, &c., &c., &c. Please address THE ROYAL AERATED WATERS MANUFACTORY, WORKS, WEST POINT, Or F. DANNEBERG, Telephone 147. Price List and Order-book on Application. [1674]

THE HONGKONG SPM WATER-BOTT CO., LD. is prepared to supply ANY QUANTITY of PURE FRESH WATER to the Shipping, both for Deck and Bolders.
 Call Flag W.
J. W. KEW,
 Manager,
 20, Des Voeux Road.
 Hongkong, 13th June, 1902. [1185]

WE have this day been appointed AGENTS FOR HONGKONG for the **TAIWAN STONE AND SHELL LIME FACTORY, MACAU.**
 These Limes have been tested by experts and found to be superior to any other lime in CHINA. All houses should be lime-washed with this lime. It gives an odour of sweetness and kills vermin. It is a decided check on plague and other pestilential diseases, and it is invaluable for building purposes, having been tested and found to give 60 to 70 lbs. to the square inch breaking strain.
 Orders will be received and testimonials can be seen and prices quoted on application to
G. E. WARREN & CO.,
 20, Des Voeux Road Central.
 Hongkong, 16th June, 1902. [1169]

THE HONGKONG ICE COMPANY, LTD.
 have now 40,000 Cubic feet of Cold Storage available at EAST POINT. Stores will be open at 10 A.M. and 4 P.M. daily, Sundays excepted, to receive and deliver perishable goods.
W. S. DALLAN, Manager.
 Hongkong, 18th November, 1901. [16]

THE FRENCH IN TONKIN AND SOUTH CHINA.
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ALFRED CUNNINGHAM.
 Price, 1/6.
1 MAP, 60 ILLUSTRATIONS.
ON SALE AT LOCAL BOOKSELLERS AND "DAILY PRESS" OFFICE.
 Hongkong, 23rd August, 1902. [2257]

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VESSELS ADVERTISED AS LOADING.

To ascertain the anchorage of any Vessel, the Harbour has been divided into Four Sections, commencing from Green Island. Vessels anchoring nearest Kowloon are marked A, nearest Hongkong A, midway between Hongkong and Kowloon B, and those vessels berthed at the Kowloon Wharf, C, together with the number denoting the section.

1. From Green Island to the Harbour Master's.
2. From Harbour Master's to Blake Pier.

3. From Blake Pier to Naval Yard.
4. From Naval Yard to East Point.

DESTINATION	VESSEL'S NAME	FLAG & REG.	BEER	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON, &c., via Ports of Call	CHUSAN	Brit. str.	2 m.	C. L. Daniel	P. & O. S. N. Co.	On 30th inst., at Noon.
LONDON	ANTHONY	Brit. str.	2 m.	Butterfield & Swire	Butterfield & Swire	On 26th September.
LONDON	DARWIN	Brit. str.	2 m.	Butterfield & Swire	Butterfield & Swire	On 28th September.
LONDON	DIOMED	Brit. str.	2 m.	Butterfield & Swire	Butterfield & Swire	On 30th September.
LONDON	JASON	Brit. str.	2 m.	Butterfield & Swire	Butterfield & Swire	On 14th October.
LIVERPOOL DIRECT	PTERHUS	Brit. str.	2 m.	Butterfield & Swire	Butterfield & Swire	On 20th September.
MARSEILLES & LONDON	BANCA	Brit. str.	2 m.	E. P. Martin, R.N.R.	P. & O. S. N. Co.	On 5th September, at Noon.
GENOA, LONDON & ANTWERP via Suez Canal	BENVOIRICH	Brit. str.	2 m.	R. W. Thomson	GIBB, LIVINGSTON & CO.	On 20th September, at Noon.
BREMEN, via Ports of Call	KONIG ALBERT	Ger. str.	2 m.	C. Polack	MELCHERS & CO.	On 4th September, at Noon.
HAYRE, BREMEN & HAMBURG	C. FRED LAMERZ	Ger. str.	2 m.	Fuchs	HAMBURG-AMERIKA LINIE	On 25th inst.
HAYRE & HAMBURG	KONIGSBERG	Ger. str.	2 m.	Mayer	HAMBURG-AMERIKA LINIE	On 10th September.
HAYRE & HAMBURG	BAMBERG	Ger. str.	2 m.	Kirchner	HAMBURG-AMERIKA LINIE	On 16th September.
HAYRE & HAMBURG	PREUSSEN	Ger. str.	2 m.	Prosch	HAMBURG-AMERIKA LINIE	On 24th September.
HAYRE & HAMBURG	SILVIA	Ger. str.	2 m.	Behrens	HAMBURG-AMERIKA LINIE	On 8th October.
HAYRE & HAMBURG	SAXONIA	Brit. str.	2 m.	Jaeger	HAMBURG-AMERIKA LINIE	On 22nd October.
TRIESTE, &c., via SINGAPORE, &c.	NIPPON	Aus. str.	2 m.	Klausberger	HAMBURG-AMERIKA LINIE	On 6th November.
NEW YORK via SUEZ CANAL	SENECA	Brit. str.	2 m.	Stanley	STANDARD OIL CO. OF NEW YORK	On 17th September, P.M.
NEW YORK via SUEZ CANAL	LENNOX	Brit. str.	2 m.	Dodwell & Co., Limited	DODWELL & CO., LIMITED	Quick despatch.
NEW YORK via SUEZ CANAL	GLENROY	Brit. str.	2 m.	Selby	MCGREGOR BROS. & GOW	About 27th inst.
NEW YORK via SUEZ CANAL	APTON	Brit. str.	2 m.	Jardine, Matheson & Co.	JARDINE, MATHESON & CO.	On 13th September.
NEW YORK via SUEZ CANAL	INDRANI	Brit. str.	2 m.	O. P. Marshall, R.N.R.	CANADIAN PACIFIC R. CO.	On 30th September.
VANCOUVER, via SHANGHAI, &c.	TAMBAR	Brit. str.	2 m.	S. Bodman, R.N.R.	CANADIAN PACIFIC R. CO.	On 27th inst., at Noon.
VICTORIA (B.C.) & TACOMA via JAPAN	HYADES	Brit. str.	2 m.	G. Wright	DODWELL & CO., LIMITED	On 10th September.
VICTORIA (B.C.) & SEATTLE via SHANGHAI, &c.	LYRA	Brit. str.	2 m.	S. J. G. Parsons	NIPPON YUSEN KAISHA	On 12th September.
AUSTRALIAN PORTS	KASUGA MARU	Jap. str.	2 m.	H. Fraser	PORTLAND & ASIATIC S.S. CO.	On 8th September, at 4 P.M.
AUSTRALIAN PORTS	GUTHRIE	Brit. str.	2 m.	Daboll	NIPPON YUSEN KAISHA	On 13th September.
AUSTRALIAN PORTS	CHANGHAI	Brit. str.	2 m.	Butterfield & Swire	GIBB, LIVINGSTON & CO.	On 30th inst., at Noon.
AUSTRALIAN PORTS	TSINAN	Brit. str.	2 m.	Butterfield & Swire	Butterfield & Swire	On 4th September, at Noon.
YOKOHAMA, &c., via SHANGHAI, MOJI & KOBE	GLENSHIRE	Brit. str.	2 m.	E. & O. S. N. Co.	Butterfield & Swire	On 16th November.
KOBE & YOKOHAMA	KAMAKURA MARU	Jap. str.	2 m.	H. Petersen	NIPPON YUSEN KAISHA	On or about 6th September.
NAGASAKI & KOBE	KUMANO MARU	Jap. str.	2 m.	E. W. Haswell	Butterfield & Swire	On 29th inst., at Daylight.
WEIHAWEI & TIENSIN	NANCHANG	Jap. str.	2 m.	E. W. Haswell	Butterfield & Swire	To-day.
CHIEFOO & NEWCHANG	KEELUNG MARU	Jap. str.	2 m.	K. Sobajima	OSAKA SHOSHEN KAISHA	On 25th inst., at Noon.
SHANGHAI via PORTS	LAKE	Jap. str.	2 m.	Flaudin	OSAKA SHOSHEN KAISHA	To-morrow, at 4 P.M.
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	BENGAL	Brit. str.	2 m.	A. L. Valentini	P. & O. S. N. Co.	About 25th inst.
SHANGHAI	CHIEHI	Brit. str.	2 m.	T. Ogata	Butterfield & Swire	On or about 30th inst.
NINGPO & SHANGHAI	DAIJI MARU	Jap. str.	1 m.	I. Goto	OSAKA SHOSHEN KAISHA	To-morrow.
TAMUL, via SWATOW & AMOY	ANPING MARU	Jap. str.	1 m.	T. Saito	OSAKA SHOSHEN KAISHA	On 31st inst.
FOOCHOW, via SWATOW & AMOY	MAIDZURU MARU	Jap. str.	1 m.	Hodgins	OSAKA SHOSHEN KAISHA	To-morrow.
ANPING, via SWATOW & AMOY	ZAYUO	Brit. str.	2 m.	A. Fraser	OSAKA SHOSHEN KAISHA	On 3rd September.
SWATOW, AMOY & POOCHOW	SURUGIYAMA	Brit. str.	2 m.	E. W. Haswell	OSAKA SHOSHEN KAISHA	To-day, at Noon.
MANILA	ROSETTA MARU	Jap. str.	2 m.	Tate	OSAKA SHOSHEN KAISHA	To-day, at 4 P.M.
MANILA	THEODOR WILLE	Ger. str.	2 m.	Mayerhof	OSAKA SHOSHEN KAISHA	On 20th inst., at 4 P.M.
SINGAPORE, SOERABAYA & SAMARANG	THEODOR WILLE	Ger. str.	2 m.	Mayerhof	OSAKA SHOSHEN KAISHA	On 30th inst., at Noon.

SHIPPING.

ARRIVALS.
Aug. 23, Drott, Norwegian str., 629, T. Haraldsen, Bangkok 15th Aug. Rice—CHINESE.
Aug. 23, SKRAMSTAD, Norwegian str., 759, O. Hansen, Hilo 28th July, Sugar, Sander, Wiedler & Co.
Aug. 24, RAINBOW, American trpt., Staunton, Manila 21st August.
Aug. 24, TAICHOW, German str., 880, S. Schmeer, Bangkok 15th August, Rice and Wood—BUTTERFIELD & SWIRE.
Aug. 24, YEDO MARU, Japanese str., 1,089, T. Saito, Kobe 18th August, General—CHINESE.
Aug. 24, GERMANIA, German str., 1,714, T. Braun, Singapore 17th August, General—JESSEN & CO.
Aug. 25, LOONGSANG, British str., 1,092, G. S. Weigall, Manila 22nd August, General—JARDINE, MATHESON & CO.
Aug. 25, SIAM, British steamer, 992, Binus, Singapore 18th August, Kerosene—G. McBAIR.

CLEARANCES.

At the Harbour Master's Office.
25th August.
Bjorn, Norwegian str., for Saigon.
Freiburg, German str., for Yokohama.
Haidan, French str., for Peking.
Kieitlin, British str., for Chefoo.
Michael Jebben, German str., for Hoihow.
Seneca, British str., for Singapore.
Siam, British str., for Nagasaki.
Trico, German str., for Swatow.

DEPARTURES.

24th August.
KRIEMHILD, Norwegian ship, for Caliao.
LUTHER CASTLE, British str., for New York.
NIPPON, Australian str., for Yokohama.
25th August.
DUFFALO, American trpt., for San Francisco.
KWANGLOO, Chinese str., for Shanghai.
LOONGSANG, German str., for Shanghai.
POLYNNIE, French str., for Europe.
RIJUN MARU, Japanese str., for Seattle.

VESSELS IN DOCK.

25th August.
ABERDEEN DOCKS.—
KOWLOON DOCK.—Solent, Chuenkuan, Rubi, E.M.S. Wiven, Empress of India, Thea.
COSMOPOLITAN DOCK.—Marie J. Olsen, Sabina, Rickmers.

SHIPPING REPORTS.

The British steamer from Singapore 18th inst. had fine weather to Taichow Islands; thence to port strong N.E. winds and squally weather.

VESSELS ON THE BERTH.

"BEN" LINE OF STEAMERS

FOR GENOA, LONDON AND ANTWERP via SUEZ CANAL.
THE Steamship
"BENVOIRICH."
Captain E. W. Thomson, will be despatched as above on or about THURSDAY, the 28th inst. For Freight or Passage, apply to
GIBB, LIVINGSTON & CO., Agents.
Hongkong, 19th August, 1902. [2220]

FOR NEW YORK via SUEZ CANAL.
THE Steamship
"GLENROY."
Captain Selby, will be despatched as above on SATURDAY, the 13th September, 1902. For Freight, apply to
MCGREGOR BROS. & GOW, Agents.
Hongkong, 4th August, 1902. [2100]

UNITED STATES AND CHINA-JAPAN S.S. LINE.
REGULAR SERVICE
FROM JAPAN, CHINA, HONGKONG AND SINGAPORE.
TO NEW YORK via SUEZ CANAL (with liberty to call at PHILIPPINE PORTS).
The following Steamers will be despatched as above, carrying Cargo at current rates:
Proposed sailings from Hongkong:
S.S. "INDIAN" ... 30th Sept. 1902.
S.S. "INDIAN" ... Oct. 1902.
For Freight and further information, apply to
JARDINE, MATHESON & CO., Agents, "India" Line, Ltd. [1220]

VESSELS ON THE BERTH.

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND FOCHOW.
THE Company's Steamship
"HAICHING."
Captain Hodgins, will be despatched for the above ports TO-DAY, the 26th inst., at Noon. For Freight or Passage, apply to
DOUGLAS LAKE & CO., General Managers.
Hongkong, 25th August, 1902. [2278]

FOR SINGAPORE, SOERABAYA AND SAMARANG.
THE Steamship
"THEODOR WILLE."
Captain Mayrhoth, will be despatched for the above ports TO-DAY, the 26th inst. For Freight or Passage, apply to
JESSEN & CO., Agents.
Hongkong, 22nd August, 1902. [2254]

THE CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.
FOR MANILA.
THE Company's Steamship
"ZAFIRO."
Captain A. Fraser, will be despatched for the above port TO-DAY, the 26th inst., at 4 P.M. Highest class Passenger Steamers, high powered, newest and most up to date on the run. All Accommodation amiable. Electric light and all other modern improvements. A Surgeon is on board.
For Freight or Passage, apply to
SHEWAN TOMES & CO., General Managers.
Hongkong, 22nd August, 1902. [2258]

OSAKA SHOSHEN KAISHA.
THE Company's Steamship
"KEELUNG MARU."
Captain K. Sobajima, will inaugurate the New Service between HONGKONG and SHANGHAI via Ports.
She will be despatched for SHANGHAI via Ports TO-MORROW, the 27th inst., at 4 P.M.
Through Bills of Lading issued for Cargo to Yangtze River ports, as well as for North China ports, in connection with the Nippon Yusen Kaisha's steamers from Shanghai.
For further information apply to the Company's Branch Office at No. 2, Des Voeux Road Central.
T. ARIMA, Manager.
Hongkong, 26th August, 1902. [2224]

REGULAR STEAMSHIP SERVICE TO NEW YORK.
Via Ports and SUEZ CANAL (with liberty to call at PHILIPPINE PORTS).
Proposed sailings from Hongkong, 1902:
"LENNOX" ... About 27th Aug.
"HEATHBURN" ... 6th Sept.
"AFRIDI" ... 20th Sept.
"HILGLEN" ... 24th Sept.
"RICHMOND CASTLE" ... 11th Oct.
"LOTHIAN" ... To follow.
"LOWTHER CASTLE" ... To follow.
For Freight and further information, apply to
DODWELL & CO., LD., Agents.
Hongkong, 25th August, 1902. [771]

NOT RESPONSIBLE FOR DEBTS.
Neither the CAPTAIN, the AGENTS, nor the OWNERS, will be RESPONSIBLE for any DEBT contracted by the Officers or the Crew of the following Vessels during their stay in Hongkong Harbour:
Adolphus, Amie barque, S. Amstutz.
—Standard Oil Co.
Allis, American ship, McKay—Standard Oil Co.
Hyades, American steamer, Wright—Doddwell & Co., Ltd.
Klat, British ship, John Hughes—Ogden & Co., Ltd.
Manuel Laguna, American ship, Nicholas—Standard Oil Co.

CANADIAN PACIFIC RAILWAY CO.'S

ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN, AND EUROPE, via CANADA AND THE UNITED STATES.
CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.
SAFETY. SPEED. PUNCTUALITY.
"Empress" Twin Screw Steamships—6,000 Tons—19,000 Horse-Power—Speed 19 knots.
SAVING THREE TO SEVEN DAYS ACROSS THE PACIFIC.
PROPOSED SAILINGS FROM HONGKONG.
(SUBJECT TO ALTERATION.)
R.M.S. "EMPERESS OF INDIA" ... Comdr. O. P. Marshall, R.N.R. WEDNESDAY, 27th Aug.
R.M.S. "TARTAR" ... Comdr. E. Bestham, R.N.R. WEDNESDAY, 10th Sept.
R.M.S. "EMPERESS OF JAPAN" ... Comdr. H. Pybus, R.N.R. WEDNESDAY, 24th Sept.
R.M.S. "ATHENIAN" ... Comdr. H. Movatt ... WEDNESDAY, 8th Oct.
R.M.S. "EMPERESS OF CHINA" ... Comdr. R. Archibald, R.N.R. WEDNESDAY, 22nd Oct.

THE magnificent TWIN-SCREW STEAMSHIPS of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA to VAN COUVER (B.C.) in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey, making connection at Vancouver with the PALATIAL OVERLAND TRAINS of the CANADIAN PACIFIC RAILWAY, which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates, Good for 4, 6, 8, 9, and 12 months.
SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic, and Civil Services, and to European Officials in the Service of China and Japan Governments.
The attractive features of this Company's route embrace its PALATIAL STEAMSHIPS (second to none in the world), the LUXURANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unexcelled.

SPECIAL EXTRA SERVICE.
The Company's Steamships "TARTAR" and "ATHENIAN" have now been placed on the Line between CHINA and JAPAN PORTS and VANCOUVER, as additional sailings, taking Cargo and Passengers for a points in CANADA and the UNITED STATES.
In addition to the excellent First Class Passenger accommodation, the "ATHENIAN" takes 2nd Cabin Passengers with accommodation arranged on the Pacific, also Storage. The "TARTAR" takes First Class and Storage Passengers only. The run is usually made between YOKOHAMA and VANCOUVER in 14 days.
For further information, Maps, Guides, Books, Tickets of Passage and Freight, apply to
D. E. BROWN, General Agent.
P. 11th Street.

IMPERIAL GERMAN MAIL LINE.
NORDDEUTSCHER LLOYD. HAMBURG-AMERIKA LINIE.
STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG.
PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS ALSO.
LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON AND SOUTH AMERICAN PORTS.
STEAMERS WILL CALL AT GIBRALTAR AND SOUTHAMPTON TO LAND PASSENGERS.
N.B.—Cargo can be taken on THROUGH BILLS OF LADING FOR THE PRINCIPAL PORTS IN RUSSIA.
PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.
STEAMERS. SAILING DATES.
KONIG ALBERT ... THURSDAY ... 14th September.
PRINZ REGENT LUITPOLD ... THURSDAY ... 18th September.
PREUSSEN ... WEDNESDAY ... 1st October.
HAMBURG ... WEDNESDAY ... 15th October.
SACHSEN ... WEDNESDAY ... 29th October.
GERA ... WEDNESDAY ... 12th November.
KLAUSCHOU ... WEDNESDAY ... 26th November.
BAYERN ... WEDNESDAY ... 10th December.
KONIG ALBERT ... WEDNESDAY ... 24th December.
PRINZ REGENT LUITPOLD ... WEDNESDAY ... 7th Jan. 1903.
DARMSTADT ... WEDNESDAY ... 21st Jan. 1903.
PREUSSEN ... WEDNESDAY ... 4th Feb. 1903.
HAMBURG ... WEDNESDAY ... 18th Feb. 1903.
* Steamers of the Hamburg-Amerika Linie.

ON THURSDAY, the 4th day of September, 1902, at Noon, the Steamship "KONIG ALBERT" of the Norddeutscher Lloyd, Captain C. Polack, with MAILED, PASSENGERS, SPECIE and CARGO, will leave this Port at above, CALLING AT NAPLES and GENOA.
Shipping Orders will be granted till NOON on TUESDAY, the 2nd September, Cargo and Specie will be received on Board until 5 P.M. on WEDNESDAY, the 3rd September, and Parcels will be received at the Agency's Office until NOON on WEDNESDAY, the 3rd September.
Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50, and Parcels should not exceed Two Feet Cubic in Measurement.
The Steamer has splendid accommodation, and carries a Doctor and Stewards.
Linen can be washed on board.
For further Particulars, apply to
NORDDEUTSCHER LLOYD
MELOHERS & CO., AGENTS.
Hongkong, 21st August, 1902. [15]

HAMBURG-AMERIKA LINIE.

NORDDEUTSCHER LLOYD.

OSTASIATISCHER FRACHTDAMPFER DIENST.

Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, Oporto, LONDON, LIVERPOOL, GLASGOW, ABERDEEN, GENEVA, PORTS in the LEVANT, BLACK SEA and BALTIC PORTS, NORTH and SOUTH AMERICAN PORTS.

PROPOSED SAILINGS FROM HONGKONG.
SUBJECT TO ALTERATION.
STEAMERS. DESTINATIONS. SAILING DATES.
C. FERD. LAEISZ ... (HAYRE, BREMEN and HAMBURG) ... On 25th Aug. Freight.
Capt. Fuchs ... (Calling at Singapore and Colombo) ... On 25th Aug. Freight.
KONIGSBERG ... HAYRE and HAMBURG ... On 10th Sep. Freight and Passengers.
Capt. Mayer ... (Calling at Singapore and Penang) ... On 10th Sep. Freight and Passengers.
BAMBERG ... HAYRE and HAMBURG ... On 24th Sept. Freight.
Capt. Kirchner ... (Calling at Singapore and Colombo) ... On 24th Sept. Freight.
FREIBURG ... HAYRE and HAMBURG ... On 8th Oct. Freight.
Capt. Frösch ... (Calling at Singapore and Penang) ... On 8th Oct. Freight.
SILVIA ... (Calling at Singapore and Colombo) ... On 22nd Oct. Freight.
Capt. Bohrens ... (Calling at Singapore and Penang) ... On 22nd Oct. Freight.
SAXONIA ... HAYRE and HAMBURG ... On 5th Nov. Freight.
Capt. Jaeger ... (Calling at Singapore and Penang) ... On 5th Nov. Freight.

For Further Particulars, apply to
HAMBURG-AMERIKA LINIE.
HONGKONG OFFICE.
QUEEN'S BUILDING, NO. 131.

NORTHERN PACIFIC STEAMSHIP CO.
BOSTON STEAMSHIP COMPANY.
BOSTON TOW-BOAT COMPANY.

PROPOSED SAILINGS FROM HONGKONG.
VIA
SHANGHAI, INLAND SEA OF JAPAN, KOBE AND YOKOHAMA.

VICTORIA, B.C., AND TACOMA, IN CONNECTION WITH
NORTHERN PACIFIC RAILWAY COMPANY.

Steamer. Captain. Tons. Sailing Date.
* HYADES ... G. Wright ... 3,751 ... September 11th.
* GLENOGLE ... G. E. Warner ... 3,750 ... September 20th.
* LYRA ... J. Fenton ... 4,200 ... October 4th.
* VICTORIA ... J. Fenton ... 3,502 ... October 18th.

Steamers marked * have no passenger accommodation.

THE attention of Passengers is directed to the very cheap rates offered by this Line to the PACIFIC COAST and to the INTERIOR and EASTERN CITIES of the UNITED STATES and to EUROPE.
Special rates allowed to members of Government Services.
Through Bills of Lading issued to Pacific Coast Ports and to the Principal Cities in the United States and Canada.
For further information as to Freight or Passage, apply to
DODWELL & COMPANY, LIMITED, GENERAL AGENTS.
Hongkong, 21st August, 1902.

NIPPON YUSEN KAISHA
(THE JAPAN MAIL STEAMSHIP COMPANY).

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.
STEAMERS. DESTINATIONS. SAILING DATES.
KAMAKURA MARU ... KOBE and YOKOHAMA ... at Daylight.
H. Petersen ... at Daylight.
KUMANO MARU ... (NAGASAKI, KOBE and YOKO) ... Friday, 29th August.
E. W. Haswell ... HAMA ... at Noon.

KASUGA MARU ... (SYDNEY and MELBOURNE via THURSDAY ISLAND, TOWNSVILLE and BRISBANE) ... Saturday, 30th August.
H. Fraser ... at Noon.
IYO MARU ... (VICTORIA, B.C., and SEATTLE) ... Monday, 8th Sep.
S. J. G. Parsons ... U.S.A. via SHANGHAI, MOJI, KOBE and YOKOHAMA ... at 4 P.M.

Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the United States, Canada, and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers.
For further information as to Freight, Passage, Sailings, etc., apply at the Company's Local Branch Office at Prince's Building, First Floor, Charter Road.
A. S. MIHARA, Manager.

PENINSULAR AND ORIENTAL
STEAM NAVIGATION COMPANY.

FOR STEAMERS TO SAIL ON
LONDON, &c. ... CHUSAN ... C. L. Daniel ... Noon, 30th August.
SHANGHAI ... REGOIL ... A. L. Valentini ... About 30th August.
MARSEILLES and BANCA ... E. P. Martin, R.N.R. ... Noon, 5th September.

YOKOHAMA, via SHANGHAI, MOJI and KOBE (Passing through the Inland Sea) ... GLENSHIRE ... About 6th September.
For further Particulars, apply to
E. A. HEWETT, Superintendent.
Hongkong, 22nd August, 1902.

OSAKA SHOSHEN KAISHA.
PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.
STEAMERS. SAILING DATES.
CHINKIANG AND SHANGHAI via SWATOW ... KEELUNG MARU ... WEDNESDAY, 27th August, at 4 P.M.
TAMUL via SWATOW and AMOY ... DAHUN MARU ... SUNDAY, 1st Sept.
TAMUL via SWATOW and AMOY ... DAIGI MARU ... SUNDAY, 7th Sept.
FOOCHOW, via SWATOW and AMOY ... ANPING MARU ... WEDNESDAY, 27th Sept.
ANPING, via SWATOW and AMOY ... MAIDZURU MARU ... WEDNESDAY, 4th Oct.
The Co's new Steamers are specially designed for the coast trade between China and Formosa, and are fitted with all modern improvements. Excellent accommodation is provided for first-class passengers, and a daily qualified doctor is on board.
All Steamers carry the Imperial Japanese Mail, subject to periodical inspection by the Government Marine Surveyors, and are registered the highest class at Lloyd's.
Steamers will go alongside the Co's Piers at the Customs water-front premises at Tsimi to land all passengers and cargo.
By the Co's steamers for Shanghai, through Bills of Lading are issued for Cargo to Yangtze River Ports, as well as for North China Ports, in connection with the Nippon Yusen Kaisha's steamers from Shanghai.
For Freight, Passage, and further information, apply to Company's Local Branch Office at No. 2, Des Voeux Road Central.
T. ARIMA, Manager.
Hongkong, 26th August, 1902. [115]

OCEAN STEAMSHIP COMPANY.

FROM	OUTWARDS.	DATE
GLASGOW and LIVERPOOL.	"DIOMED"	On 26th August.
GLASGOW and LIVERPOOL.	"JASON"	On 3rd September.
GLASGOW and LIVERPOOL.	"NESTOR"	On 10th September.
GLASGOW and LIVERPOOL.	"MACHAON"	On 18th September.
GLASGOW and LIVERPOOL.	"KAYSON"	On 18th September.
GLASGOW and LIVERPOOL.	"ACHILLES"	On 25th September.

ON	HOMEWARDS.	TO SAIL
LONDON	"ANTENOR"	On 2nd September.
LONDON	"DARDANUS"	On 16th September.
LONDON	"DIOMED"	On 30th September.
LONDON	"JASON"	On 14th October.
LIVERPOOL	"PYRRHUS"	On 24th September.

(Taking Cargo at London Rates).
The S.S. "DIOMED" left Singapore on the 21st inst., and is expected here on the 26th inst.
For Freight, apply to

BUTTERFIELD & SWIRE,

Hongkong, 23rd August, 1902.

AGENTS, O. S. S. CO.

NOTICES TO CONSIGNEES.

BOSTON STEAMSHIP COMPANY.

NOTICE TO CONSIGNEES.

STEAMSHIP "HYADES"
FROM TACOMA, VICTORIA, YOKO-
HAMA, KORE, MOJI AND
SHANGHAI.

THE above Steamer having arrived, Con-
signees of Cargo are hereby requested to
send in their Bills of Lading for countersignature,
and to take immediate delivery of their
Goods from the Godowns of the Company.
Cargo impeding the discharge of the Vessel
will be landed and stored at Consignee's risk
and expense.

No Fire Insurance will be effected by us in
any case whatever.

DODWELL & CO. LTD.

Hongkong, 23rd August, 1902.

"BARBER" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S.S. "LOWTHER CASTLE"

FROM NEW YORK STRAITS AND
MANILA.

CONSIGNEES of Cargo are hereby informed
that all Goods are being landed at their
risk into the Godowns of the Hongkong
and Kowloon Wharf and Godown Company,
whence and/or from the wharves delivery may
be obtained.
No Claims will be admitted after the Goods
have left the Godowns, and all Goods remaining
undelivered after the 27th inst. will be subject
to rent.

All Claims against the Steamer must be pre-
sented to the Underwriter on or before the
30th inst. or they will not be recognized.
All broken, chafed, and damaged Goods are
to be left in the Godowns, where they will be
examined on the 27th inst., at 3 P.M.
No Fire Insurance has been effected.
Bills of Lading will be countersigned by
DODWELL & CO. LTD.

Agents.

Hongkong, 20th August, 1902.

"BEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S.S. "BENVENUE"

FROM LETH, LONDON AND
STRAITS.

CONSIGNEES of Cargo are hereby in-
formed that all Goods are being landed at
their risk into the Godowns of the Hongkong
and Kowloon Wharf and Godown Company,
whence and/or from the wharves delivery may
be obtained.
No Claims will be admitted after the Goods
have left the Godowns, and all Goods remaining
undelivered after the 27th inst. will be subject
to rent.

All Claims against the Steamer must be pre-
sented to the Underwriter on or before the
30th inst. or they will not be recognized.
All broken, chafed, and damaged Goods are
to be left in the Godowns, where they will be
examined on the 27th inst., at 11 A.M.
No Fire Insurance has been effected.
Bills of Lading will be countersigned by
GIBB, LIVINGSTON & CO.

Agents.

Hongkong, 20th August, 1902.

FROM HAMBURG, PENANG
AND SINGAPORE.

THE N.D.L. Steamship

"FREIBURG"

Captain Prosch, having arrived from the
above ports, Consignees of Cargo are hereby
requested to send in their Bills of Lading for
countersignature by the Underwriter, and to
take immediate delivery of their Goods from
alongside.
Optional Cargo will be forwarded unless
notice to the contrary be given before 5 P.M.
To-day, 22nd inst.

Any Cargo impeding her discharge will be
landed into the Godowns of the Hongkong and
Kowloon Wharf and Godown Company, Limited,
and stored at Consignee's risk and expense.
No Claims will be admitted after the Goods
have left the Godowns, and all Goods remaining
undelivered after the 20th inst. will be subject
to rent.

All broken, chafed, and damaged Goods are
to be left in the Godowns, where they will be
examined on the 20th inst., at 3 P.M.
No Fire Insurance has been effected.
HAMBURG-AMERICA LINE.
Hongkong Office.

Hongkong, 22nd August, 1902.

THE CHINA MUTUAL STEAM NAVI-
GATION COMPANY, LIMITED.

NOTICE TO CONSIGNEES.

FROM GLASGOW, LIVERPOOL AND
STRAITS.

THE Company's Steamship
"KINTUCK"
having arrived from the above ports, Con-
signees of Cargo are hereby informed that
their Goods are being landed and placed at
their risk into the Godowns of the Hongkong
and Kowloon Wharf and Godown Company, Limited,
whence and/or from the wharves delivery may
be obtained as soon as the Goods are landed.
Goods not cleared by the 26th inst. at Noon
will be subject to rent.

All damaged packages must be left in the
Godowns, and a certificate of the damage
obtained from the Godown Company within
ten days after the vessel's arrival here, after
which no claims will be recognized.
Optional Goods will be landed here unless
instructions are given to the contrary before
Noon To-day, 26th inst.

DODWELL & CO. LTD.

Agents.

Hongkong, 24th August, 1902.

OCEAN STEAMSHIP COMPANY.

CONSIGNEES per Company's Steamer

"PYRRHUS"
are hereby notified that the Cargo is being dis-
charged into Craft, and/or landed at the Go-
downs of the Hongkong and Kowloon Wharf
and Godown Company, Ltd., in both cases it
will be at Consignee's risk. The Cargo will be
ready for delivery from Craft or Godown on
and after the 21st inst.

Optional Cargo will be landed, unless notice
has been given prior to steamer's arrival.
Goods undelivered after the 27th inst.
will be subject to rent. All damaged Goods
must be left in the Godowns, where they will be
examined at 11 A.M. on the 27th inst.
No Fire Insurance has been effected.
BUTTERFIELD & SWIRE
Agents.
Hongkong, 20th August, 1902.

STANDARD OIL COMPANY OF
NEW YORK.

NOTICE TO CONSIGNEES.

THE Steamship Seneca has arrived and is
now discharging. Consignees of Cargo
are hereby informed that unless they take
delivery alongside on or before the 25th inst.
their Goods will be landed at their risk and
expense in the Hongkong and Kowloon Wharf
and Godown Company's Godowns at Kowloon.
No Fire Insurance will be effected.

STANDARD OIL COMPANY OF
NEW YORK.Original Shipping Department,
Agents.

Hongkong, 22nd August, 1902.

HONGKONG.

Anping Maru, Jap. str., 1,058, Sudzuki, Aug. 23.

Mitsui Bussan Kaisha

Anping Maru, Jap. str., 1,058, Sudzuki, Aug. 23.

Anping Maru, Jap. str., 1,058, Sudzuki, Aug. 23.

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CHINA NAVIGATION CO.,
LIMITED.

FOR	STEAMERS	TO SAIL
NAGASAKI & KOBE.	"SHANSHI"	On 26th August.
CHEFOO and NEWCHANG.	"KWEILIN"	On 26th August.
NINGPO and SHANGHAI.	"CHILHI"	On 27th August.
MANILA.	"SUNGKIANG"	On 27th August.
THURSDAY ISLAND, COOKTOWN, CAIRNS, TOWNSVILLE, BRIS- BANE, SYDNEY and MEL- BOURNE.	"CHANGSHA"	On 13th Sept. at Noon.
THURSDAY ISLAND, COOKTOWN, CAIRNS, TOWNSVILLE, BRIS- BANE, SYDNEY and MEL- BOURNE.	"TSINAN"	On 15th November.

* The attention of Passengers is directed to the superior accommodation offered by these
steamers, which are fitted throughout with Electric Light. A duly qualified Surgeon is carried.
* Taking Cargo on through bills of lading to all Yangtze and Northern China Ports.
* Taking Cargo and Passengers at through rates for all New Zealand Ports and other
Australian Ports.

For Freight or Passage, apply to—

BUTTERFIELD & SWIRE,

AGENTS.

Hongkong, 26th August, 1902.

PORTLAND & ASIATIC STEAMSHIP CO.

SAILINGS FROM HONGKONG TO SHANGHAI, INLAND
SEA OF JAPAN, MOJI, KORE & YOKOHAMA FOR
PORTLAND, OREGON
OPERATING IN
CONNECTION WITH THE
OREGON RAILROAD & NAVIGATION CO.
STEAMSHIP
"INDRASAMHA"

Through Bills of Lading issued to Pacific Coast Ports and all Eastern, Canadian and
United States Ports. For through rates of Freight and further information, communicate
with or apply to

ALLAN CAMERON, GENERAL AGENT.

Hongkong, 14th August, 1902.

THE PENINSULAR AND ORIENTAL
STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUS-
TRALIA, INDIA, ADEN, EGYPT,
MEDITERRANEAN PORTS,
PLYMOUTH AND LONDON
THROUGH BILLS OF LADING ISSUED FOR
BATAVIA, PERSEY GULF, CONTINENTAL
AND AMERICAN PORTS.

THE Steamship

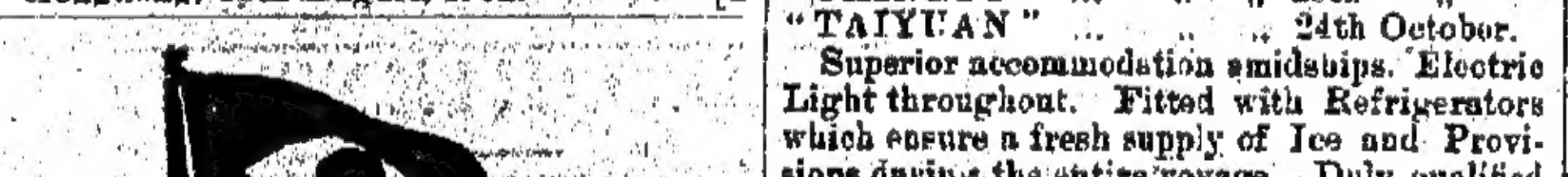
"CHUSAN"

Captain C. L. Daniel, carrying His Majesty's
Mails, will be despatched from this Bombay,
on SATURDAY, the 30th August, at Noon,
taking passengers and cargo for the above
ports.

Silk and Valuable, all cargo for France, and
Tea for London (under arrangement) will be
transhipped at Colombo into a steamer proceed-
ing direct to Marseilles and London; other
cargo for London, &c., will be conveyed via
Bombay with transhipment.

Parcels will be received at this Office until
4 P.M. the day before sailing. The contents and
value of all packages are required.
Shippers are particularly requested to note
the terms and conditions of the Company's
Bills of Lading.

For further particulars, apply to
E. A. HEWITT,
Superintendent.
Hongkong, 18th August, 1902.



TOYO KISEN KAISHA.

(ORIENTAL S.S. CO.)

REGULAR SERVICE BETWEEN
HONGKONG AND MANILA.

THE Company's well-known Steamship

"ROSETTA MARU"

3,875 Tons.
Captain Tate, will be despatched for MANILA
on SATURDAY, the 30th inst., at Noon.

Magnificent accommodation.
Cabins. Excellent Table. Unrivalled Speed.
Electric Light. Doctor and Stewardess carried.
For Freight or Passage, apply to
THE MITSUI-BUSSAN KAISHA,
Agents.

Prince's Buildings, Ice House Street,
Hongkong, 22nd August, 1902.

REGULAR STEAMSHIP SERVICE TO
NEW YORK.

VIA PORTS AND SUEZ CANAL
(WITH LIBERTY TO CALL AT PHILIPPINE
PORTS).

PROPOSED SAILINGS FROM HONGKONG.

"SENECA"

For Freight and further information apply to
STANDARD OIL COMPANY OF
NEW YORK.

Oriental Shipping Department,
Agents.

Hongkong, 13th August, 1902.

SHEWAN TOMES & CO.'S NEW
YORK LINE.

THE Steamship

"ATON"

will be despatched for the above port on
SATURDAY, the 20th September.

For Freight, apply to
SHEWAN, TOMES & CO.,
Agents.

Hongkong, 23rd August, 1902.

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LANG'S
"AFRINDIA"

BALL and SHOT GUN.

A Gun of ordinary weight, shooting shot
equal to a Cylinder Gun and colonial bullets
with the accuracy of an Express Rifle.
AN INVALUABLE WEAPON FOR INDIA AND THE COLONIES.
Diagram made before the Editor of the "FIELD".
10 CONSECUTIVE SHOTS. 100 YARDS.

